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is one of the most interesting. Here we have an account of the efforts of Philadelphia and Baltimore to secure the trade of the Susquehanna, and of these towns and New York to capture that of the Middle West. This competition was active in the days of canals, and was intensified when the construction of railroads threatened to deprive New York of the advantage given her by the Erie canal. But not only was there rivalry between the seaboard cities, but Troy and Albany, Nashville and Chattanooga, Cincinnati and Louisville, not to mention other places, fought vigorously for rail connections in order to preserve their commercial lives. These conflicting interests, stimulated by the persuasive appeals of railroad promoters, led naturally to local and state aid, which took the form of subsidies, grants of lands, subscriptions, exemptions, and the like. The authors have ransacked the reports of state officers, the files of contemporary papers, the testimony before and proceedings of official bodies, the statutes of the different states, and other sources in order to secure trustworthy data as to the forms and amount of this aid, and have been able to condense the result of much laborious research into convenient form. Finally, they describe the part which the national government took in facilitating the construction of numerous enterprises of which the Pacific railroads were the most important. All this treatment is detailed, specific, and useful.

Besides the chapters which have been mentioned there is some discussion of railroad promotion in general and a good critical bibliography. The book is distinctly serviceable, and can be recommended.

STUART DAGGETT

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*Wealth and Want.* A Study in Living Contrasts and Social Problems. By W. B. NORTHRUP. London: Francis Griffiths, 1909. 8vo, pp. 334. 5s. net.

The author of this work, leading up to the theory that abolition of private property in land is the only way of social justice, presents a series of contrasts, in words and in pictures, designed to show the gulf that is fixed between the lives of the very rich and the lives of the very poor. Eccentric in his urgency and naive in his implications that land-ownership is the source of every evil, he is obviously earnest and sincere. One must dispute the conclusiveness of the pictorial arguments presented; but undeniably such contrasts as these photographs reveal set one seriously to thinking.

*Unemployment: a Problem in Industry.* By W. H. BEVERIDGE. London and New York: Longmans, Green & Co., 1909. 8vo, pp. xvi+317.

*Problems of Unemployment in the London Building Trades.* By NORMAN B. DEARLE, with an Introduction by L. L. PRICE. London: J. M. Dent & Co. 8vo, pp. xviii+215. 3s. 6d.

It is one of the encouraging signs of the times that intelligent people are beginning to question the inevitableness of unemployment as a matter-of-course accompaniment of our competitive industrial system. These two books will be cordially welcomed by students of the labor problem everywhere, coming as